

# Land Use IGA – Initial

## Issues:

1. No incentives for regional cooperation around integrated transportation and land use. No disincentives for staying fragmented.
2. Transportation and land use are most definitely linked to one another and yet the decision-making of each is made independently among multiple authorities, including the courts.
3. There is a tension between regional planning and local jurisdictional planning because of home rule. Where can cooperation/consolidation occur?
4. There needs to be proposed solutions to sprawl that are different for different regions of the state.
5. Lack of public awareness of the true societal family and community cost of development and negative impacts of unplanned growth and the relationship between transportation and land use.
6. There is no articulated vision for the future.
7. We're currently providing subsidies to ex-urban growth and disincentives to urban growth.
8. No equitable cost distribution of cost related to new development.
9. Public and local government officials are not educated on cost of sprawl and options for alternative designs; it's about money; local jurisdictions competing for economic development and individuals not paying for the full cost of their choices.
10. Regions won't achieve economic prosperity, environmental and cultural integrity and social equity until we find region solutions that integrate transportation land use planning and expenditures.

## Goals:

1. Create a statewide shared vision, clearly define, and educate the public and local government on their roles and responsibilities for integrated land use and transportation planning.
2. Provide incentives for regional cooperation around integrated transportation and land use.
3. Provide site "walkable" urban communities with adequate mass transit options and context sensitive solutions; MDOT take lead in promoting context sensitive design.
4. Equitable distribution of cost for new development.
5. Level economic playing field between urban and suburban development.
6. Create incentives for compact, mixed use communities that allow for a higher level of public transportation service and walkability.
7. Develop compatible land use and transportation public policies.
8. Legislative changes by state to provide authority to discourage sprawl through the use of tools such as impact fees that account for true development costs.
9. Land use planning should include the potential impact of the planning on public transit and other services.

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### Actions:

1. Develop statewide educational materials to educate and inform the public and local governments on integrated transportation and land use costs and processes. Make resources available for education of local officials, both elected and appointed.
2. Review and adopt, as appropriate, Michigan Land Use Leadership Council's recommendations, in developing a shared statewide transportation vision.
3. When a transportation project is consistent with the regional transportation plan, award incentives for projects that incorporate regional cooperation.
4. Give priority to developments and transportation facilities that use the existing infrastructure, which has sufficient capacity.
5. Use tax free zones, reduced tax zones, and impact fees to have incentive to use old cities and develop infrastructure.
6. Adopt smart growth practices to make livable communities and provide incentives to local jurisdictions to implement these practices.
7. Change political policy to allow appropriate impact fees.
8. Enable, require, and fund the creation and implementation of regional multi modal transportation plans that fully coordinate with the land use decisions.
9. Impact fees for suburban development and financial incentives for urban development.
10. To establish a mechanism to assess the real cost of new development and assign those costs to those who benefit from it in an equitable way.